





## To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.  
SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 1st June, commencing at 2.45 P.M.  
RANGES.—200, 500 and 600 yards.  
Seven Shots and a Sighting at each Range.  
ALEX. MACKENZIE,  
Hon. Secretary.  
Hongkong, 31st May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship  
"AIRLIE,"  
Captain St. John George, will be despatched as above on WEDNESDAY, the 31st June, at Noon.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 31st May, 1901. [583c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 31st June.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 31st May, 1901. [225c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU,"  
are hereby notified that their Goods are at risk and being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining unclaimed after the 6th June, will be subject to rent.  
No Fire Insurance has been effected.  
GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 31st May, 1901. [7]

## Intimations.

### EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to these having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those recurring recurring headaches, spells of dimness when reading, weak eyes, the letters "run together," any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.  
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.  
ADVICE FREE. [145b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1890.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS  
IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAYA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY,  
Hongkong.

DEATH.  
At the Kennedy Town Hospital, at 5.30 this morning, H. J. FAUNCE, aged 53 years. [582c]

## The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 31, 1901.

### NOTES AND COMMENTS.

#### Admiral Seymour.

We must most heartily congratulate Admiral Seymour upon his well earned promotion to the rank of Admiral of the Fleet. He has had a very trying time during his command in China and has carried matters through from start to finish in his branch of the service with tact and discretion. We believe that he is the first British Admiral that has ever held flag rank while in command of the China Station, and we feel sure that our readers will join us in offering our heartiest congratulations on his promotion. May he live long to command in his new rank.

#### The Dumping of Bodies in the Streets.

The suggestion of (J.E.F. as to the prevention of the dumping of dead bodies in the streets, which we published yesterday, might well be seriously considered by the Government. It is certainly a strong step to take, but other methods have failed, the more ignorant amongst the Chinese have proved themselves to be unamenable to reason, although we are told that their more intelligent countrymen have spent much money and time in the vain endeavour to bring them to their senses. This being the case, we think that the Government would be justified in adopting the very strongest possible measures for the suppression of this reprehensible practice, which not only prevents the Sanitary Authorities from tracing the source from which the bodies come, but also tends to spread plague broadcast by preventing them from disinfecting the infected house from which the body has been removed.

Of course there would be a great outcry from the supporters of the Chinese and from the Chinese themselves, but if they will not listen to reason they are not deserving of consideration, and steps must be taken to force them to do that which they will not do by persuasion. Let it be publicly given out that all bodies found dumped in the streets after a certain date will be cremated, and, if any are found after such notification, let them be burnt as are the bodies of the Sikhs, and let the Government see to it that the fact is widely advertised that such burning has taken place. Then, as Q. E. F. states, the probabilities are that we should not have a single body dumped into the streets. At all events, the experiment is worth trying. If it failed no harm would have been done, and if it succeeded a great deal of trouble and expense would be saved.

#### Model Dwellings.

We certainly think that the recommendation of the better provision for lighting and ventilation in Chinese houses is a good one, but we would be inclined to go even further than he does in his recommendations. In the plans laid before the Sanitary Board yesterday the extra light and ventilation was to be obtained by a central "well" in the houses. This we hold is not sufficient. The air in these "wells" would remain stagnant, owing to the fact that fresh air could only enter from the top, and thus a free current would never be established.

We think that what is wanted here is a general breaking up of the long blocks of houses which are now erected. Let no block facing on a street contain more than two houses side by side and let both side lanes and back yards be provided, with, if necessary, central wells also to ensure light and air to cubicles which would be otherwise left unlighted and unventilated. That is to say, all Chinese houses should be of the semi-detached type. We put forward this suggestion because we consider that the Chinese houses now being erected, in blocks of from twenty to thirty, are far too deep. There is a block of these buildings now being run up in the neighbourhood of the Canton Wharf, which are fifteen feet in width and fully a hundred and sixty feet in depth and four storeys in height. That is to say two houses back to back measure fully, if not more, than a hundred and sixty feet through, and the dividing walls run right through without a break, as can be seen at a glance in the building to which we refer. Even supposing that a very liberal allowance is made for backyards, the depth of the rooms of these houses will be enormous as compared with their breadth, and as it is patent that they can only be lighted and ventilated from the front (for the light and ventilation which can come from a back yard only fifteen feet across, blocked by a kitchen, and four storeys in height, is infinitesimal), will not these houses be about as insanitary from the light and ventilation point of view as it would be possible to make them? Another point that requires consideration is the best position for the kitchen in a Chinese house. Would it not be better if placed between the front and back rooms instead of right at the back where it blocks the free passage of air from the yard?

Now, had this large block of land been properly divided up and lanes made through it, the whole of the houses could have been properly lighted and ventilated. This would probably have meant that the landlord would not have been able to command quite so much rent, but then he would not be responsible for doing to death many of the inmates of his insanitary dwellings, as we venture to say will certainly be the case under present conditions. We have but one hope as regards the block to which we refer, and that lies in the fact that, so far, only one, or rather two, houses, fifteen feet wide and a hundred and sixty, or over, deep have been put up. This means that a tremendously long, lofty and narrow building has been run up, and our hope is that a fairly strong blow will fetch the whole concern tumbling to the ground. One cannot

expect Providence to step in as required and destroy insanitary erections, but we certainly hope that such will be the case in the present instance.

We admit that, in the absence of room for expansion, lofty houses must be the order of the day in Hongkong, but lofty houses do not necessarily mean insanitary, ill-lighted, ill-ventilated erections. Were the semi-detached form of house adopted, the landlords could have them as deep as they pleased, and even if they were run up to twenty storeys in height, there would still be ample light and ventilation. All large blocks should be forbidden.

#### The Naval Boiler Trial.

The Committee formed for reporting exhaustively on the merits and demerits of Belleville and Scotch boilers respectively, have, according to Reuter's telegram published to-night, arranged for a competitive trial trip of two vessels from England to Gibraltar, one with Belleville, the other with Scotch boilers. It really seems as if the Admiralty had been stirred at last from their usual apathy, by the persistence of the Press, first among whom was the *Pail Mail Gazette*, with its numerous articles on the subject of boilers in the Navy. We hope now that such a practical test has been arranged (and in such a short space of time, considering the usual Committee mode of procedure), that nothing will be left to chance in the way of making it a really decisive trial, that is, giving both ships a fair and equal chance, as far as quality of coal, efficiency of firing, and equality of steam consumption by the engines go, and other important conditions, otherwise we shall have the advocates of the boiler which comes worst out of the running, complaining that the winning boiler had some favourable condition which was not given to the other.

We see from the Navy List that both vessels are twin-screw, and class Cruisers, but although the *Hyacinth* and *Minerva* are both 5,600 tons, the former is stated as 10,000 I.H.P., and the latter 8,000 I.H.P. A little discrepancy between the vessels is sure to be seized on by one or other party, but we hope to hear that the result of the trial is a decisive win for one or other boiler. Anyhow, it is a matter for congratulation that the Committee have so soon taken practical steps to demonstrate the matter.

### REUTER'S TELEGRAMS.

#### VICE-ADMIRAL SEYMOUR PROMOTED.

LONDON, May 29th.  
Vice-Admiral Sir Edward Hobart Seymour, G. C. B., has been gazetted an Admiral of the Fleet.

#### SIR ALFRED MILNER'S HONOURS.

Sir Alfred Milner has been gazetted Baron Milner of St. James and Capetown.  
Lord Salisbury and Baron Milner are the guests of King Edward at Windsor.

### LATER.

#### BRITISH SOUTH AFRICA.

The British casualties in South Africa during the past week amount to 42 killed and 100 wounded.

#### NAVAL BOILER EXPERIMENTS.

The Committee formed for the purpose of reporting upon boilers for the Navy, have arranged that the twin cruisers H. M. S. *Hyacinth* fitted with Belleville boilers and H. M. S. *Minerva* with Scotch boilers, should compete in a full speed trial between England and Gibraltar, the Committee accompanying them.

### WEATHER REPORT.

The Observatory report says:—  
On the 31st at 11.45 a.m. the barometer has fallen on the China coast. Pressure is high between the E. coast of China and W. Japan, and still slightly low over the S. Philippines. Gradients slight for E. winds on the China coast. Forecast:—Moderate E. winds; squally, showery.

### LOCAL AND GENERAL.

THE S.S. *Jawa* with troops will be here on Sunday 2nd June.

COUNT Oultramond on his trip round the world left for Canton to-day.

THE hired transports *Ula* and *Iola* are due in Hongkong about the 6th June.

MAJOR St. John of the Royal Garrison Artillery has gone to South Africa by s.s. "Preussen."

THE Hon. T. H. Whitehead, now in Manila on general business, will return to Hongkong about the 14th June.

A LARGE piece of land with river frontage and deep water on the Pootung side, below the docks, has been secured by the Hamburg-America Line for the sum of Tls. 100,000, says a Shanghai paper.

### NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

THE S.S. *Manchen* when she is safely docked next Tuesday or Wednesday, should be an interesting sight, showing how under special circumstances solid sheets of iron can be torn and crumpled like paper.

SHANGHAI papers report that telegraphic news was received there on the 26th inst. of a great fire at Tongku, believed to be the work of incendiaries, and that the German and Russian Commissariat stores and other buildings were destroyed.

A SPECIAL wire to the *New Press* dated Peking, May 26, says:—In Legation Street a German Marine has been fired at and wounded in the leg by an American sentry, as the result of ostentatious behaviour on the part of the German soldier.

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 30 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from to-morrow, June 1st.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

A GERMAN sailor from H.E.G.M.S. *Worth* committed suicide at the latter end of last week by jumping into one of the pools off the North Hoan Road, Shanghai. It seems the man first of all stripped off his clothes and threw them into the water and then jumped in. His body was recovered by some ricksha coolies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.—

### PROGRAMME.

1. "Serenade," ..... Love in Idleness ..... Macbeth.  
2. "Selection," ..... "Carmen" ..... Lohengrin.  
3. "Waltz," ..... "Haven-Island" ..... Strauss.  
4. "Comet solo," ..... "The post in the forest" ..... Shaffer.  
5. "Selection," ..... "Faust up to Date" ..... Little.  
6. "Polka," ..... "Trio" ..... Farrell.  
"God save the King."

It has been found unnecessary to dock H.M.S. *Bonaventure* here, as the repairs to her copper can be executed by divers, so the vessel has been careened and the work is being carried out. She is expected to sail for home on Thursday next, to be paid off. Doubtless the Admiral will be sorry to lose her, as she has earned the reputation of being the smartest cruiser on the China Station.

THE P. and T. Times says the Provisional Government in Peking insist upon the garbage and refuse being removed from the houses and streets, and provide carts so that everything may be cleared up at least once in five days. But the Chinese responsible are too lazy to carry this out, and it is frequently ten days at a time before the carts go round.

A brigand chief, near Taku who had succeeded in obtaining a quantity of sugar and other things off a cargo boat in the river, and was engaging carts for the conveyance of his booty right under the nose of the police, when he was betrayed by the accidental dropping of his revolver, at sight of which he was immediately arrested.

THE Taylor-Carrington troupe gave their farewell performance on the 18th inst., says the *P. & T. Times*, to a somewhat small but intensely amused audience. Tientsin will not readily forget that it has seen "Tribby" at home, and there it did not somehow strike us as particularly comical, but judging from the politely smothered laughter on Saturday "Tribby" is capable of more bathos than pathos at times.

The Taylor-Carringtons at least showed their discretion in reserving "Tribby" to the last, and if we might offer them a word of kindly advice we should say sacrifice it altogether from their repertoire and stick to farce. Mr. Taylor is good in broad farce and is occasionally well supported by his Company, but his ability seems worthy of a better setting than it has at present.

We clip the following from *Sport & Gossip*—

In the "Free-Lance" Clement Scott who has made so many enemies of late in the theatrical profession, writing under the title "Thinking Aloud" makes the following statement with reference to his travels:—

In Hongkong there was no vestige of amusement, but the English amateurs were in a state of active preparation; one of them, the best fellow in the world, unable to act, made me come up to his bachelor villa on the mountain and talk nothing to him but dramatic "shop" until four in the morning.  
At Shanghai, as at Hongkong, the Europeans were excited about amateur theatricals. At both places they have erected handsome theatres, and from time to time at town halls or literary institutions, or hotels, I came across a single handed melancholy entertainer who worked desperately hard for a few dollars.  
This hardly bears out our experience of "single handed" performers, but then how can we know; we are residents and the globe trotter in twenty minutes knows as much as we do in twenty years.

### AT THE MAGISTRACY.

#### CUTTING AND WOUNDING.

Usman, an Indian quarter-master of the s.s. *Shantung*, was sleeping on deck last night, when a fellow quarter-master named Masani went up and asked him why he slept on deck. Usman got up, chased Masani round the deck and stabbed him in the shoulder and forehead. The Chief Officer came and separated them. Usman was sentenced to three months' hard labour by Mr. Hazeland this morning.

#### NEGLECTING TO REPORT PLAGUE.

For neglecting to report a case of plague which occurred in his house, No. 1 Wa Hing Lane, Lung Chung was sentenced to a month's hard labour.

#### SAMPAN FOLK FINED.

Inspector K-m-p charged nine boatmen with allowing their boats to be within 300 feet of the Austrian warship *Donau*. Defendants all said they were sailing along, but were fined five dollars or fourteen days each. They paid up.

#### CAUGHT IN THE ACT.

Ching Pak Yau, a bricklayer, on returning from work, found Wong Chun trying to wrench the lock off his box. This little escapade cost Wong fourteen days.

#### DRUNK.

Albert Elbertson, a Norwegian seaman from the German steamer *Evzi*, pleaded guilty to being drunk and incapable in the public street. Mr. Hazeland dismissed him with a caution.

#### NO LIGHTS.

Chan Hoi, like the foolish virgins, had no oil, and Tsoi Shang had no matches. Hence they had no lights on their boats. Their foolishness cost them a couple of dollars each.

#### AN UNLICENSED DIVAN.

Opening an opium divan without a licence cost Ip Fai a hundred dollars or two months.

### A DETECTIVE IN TROUBLE.

A Chinese detective charged an Indian employee of the Opium Farmer with assault and the Indian preferred a cross charge against the detective.

Mr. Francis, K.C., appeared for the Opium Farmer's employee  
Li Wah, P.C. 241, stated:—On 28th instant at 2 a.m. I was on duty at the Canton Wharf in plain clothes. The s.s. *Pearl* arrived at 1.15. At about 2 a.m. the passengers had all landed and the steamer's lights were turned out. I went on board and searched and then came away and was on my way to the station. Just as I got to the wharf gates a Chinese Excise officer stopped me and said, "I want to search you for opium." I said, "I am the detective of the wharf. He touched me and I pushed his hand away. As I did so an Indian, the defendant, came up and caught me by the collar of my jacket and tore it. I said, 'My policeman.' I produced my truncheon and showed it to him. He then hit me on the jaw with his clenched fist and kicked me on my right leg. It was raining at the time and I produce the trousers to show the mark."  
Mr. Francis here called attention to the fact that witness pointed to his left leg and this proved to be the one kicked.

Witness continuing:—I said, "I am a detective, how can you strike me? I will arrest you." He would not come with me so I caught him by the breast of his jacket, blew my whistle, and P.C. 654 came to my assistance and we brought Defendant to the Station. I charged him with assault.

By Mr. Francis:—I have been a constable over three years and have been in the detective force about 6 or 7 months. I was sent to the wharf by Mr. Hanson. I received my orders on the first of this month, my hours of duty were from 12.30 to 2 a.m. on that wharf. I have to look for rogues, vagabonds or people making a disturbance. I went on board the steamer on her arrival and left after the lights were turned out. I was looking for lazy people. Asked if any of the Police on the wharf knew him he said, "I don't look like a detective."

Continuing:—I had no parcel. If the Indian Constable says I had a parcel he has made it up. It is like them. They do that. I cannot manufacture evidence. I declare and then I speak. The lamps on the wharf were alight. I told the Excise Officer he could arrest me. I did not press him hard. I only touched him slowly. I did not go to the wharf and tell all the Excise Officers that I would arrest them all. I know Lam Sam Yau. He was on duty on the wharf. I did not tell him to stop all searching of Chinamen on the wharf. If he says so he is lying. I went to the Opium Farmer's last night but made no disturbance. I saw the defendant on the Excise Officer. He did not say I was to come to the Station. I took him. I did not assault the Chinese Excise Officer first. If I had poked him in the stomach he would have a mark. I know Kiar Singh by sight, he was not at the Police Station when I made the charge. I did not say in his presence that I would stop all the Excise officers searching people. I did not threaten to arrest all the Excise Officers. I did not knock Defendant down, I only shook him. I was sent to the Opium Farm yesterday to find the man who searched me so as to bring him before Mr. Baddeley. The man did not search me, he was about to do so. I had no parcel. I know a sailor on the *Pearl*. I did not go to see him that night as I was on duty. I was stopped just at the entrance to the wharf. I had not just left the steamer but had walked right along the wharf to the entrance before I was stopped. The Excise Officer did not see me come out of the steamer. A watchman saw me and he knows me. I left the steamer about five minutes after the passengers.

Indian Constable 654, stated:—About four days ago at 2 a.m. I was on duty at the Canton Wharf. The Excise Officers were outside the Wharf and I was inside. When half the passengers had landed I heard a noise. An Indian watchman called me. A little after a Chinese Detective blew his whistle. It was the complainant. I saw the complainant being held by the queue and in his right hand he had his truncheon. I saw complainant push defendant with his truncheon. I said to the defendant, "Don't strike him." I brought them both to the Station. I didn't arrest them. I simply brought them up to the Station.

By Mr. Francis:—When the whistle was blown half of the passengers had landed. I saw the two men holding one another outside the wharf. Defendant was pushing complainant with his hand as he had been caught by the jacket. Complainant had a parcel under his arm. I asked him what it was and he said shoes. There was one Chinese Excise Officer about. I was on duty from 10 p.m. to 2 a.m. Kher Singh is an Opium Farm watchman. Complainant didn't say anything about the Excise Officers searching people.

Complainant was then called and pointed out the Chinese Excise officer who stopped him.

P. S. William Smith, stated on the morning in question at 2.15 Defendant was brought to the Station by P. C. 654 and P. C. 241. P. C. 241 complained that Defendant had assaulted him in the execution of his duty at the Canton Wharf. He showed me a mark on his cheek and said Defendant had struck him. He then charged him.  
By Mr. Francis. Defendant did not want to charge complainant. Defendant's jacket was a little torn at the throat. Complainant did not show any other mark nor did he say he was stopped by anyone else. He only complained of this man stopping him and wanting to search him. By His Worship.—He did not say he was kicked.

P. C. Bishen Singh, stated, I was on duty when Defendant was brought in and acted as interpreter. When he was brought in he told me that he had been assaulted by the Chinaman, but he made no charge when before the sergeant.

#### THE CROSS SUMMONS.

Jewan Sing then went into the box. He said, I am an excise officer and was on duty on the Canton Wharf four nights ago. I was outside the wharf searching people coming out. Defendant came out amongst a number of Chinese, carrying a bundle. He was not well dressed and not in uniform. He refused to be searched and I said I would take him to the Station. He would neither be searched nor go to the Station. I caught him by the left hand and he took me by the collar and gave me three bumps in the chest with his baton. I was the first who went up to him. I did not go to the Station. I have been an Excise Officer three months. I don't understand Chinese. I did not make the mark on my chest myself, it was done by the man whom you were angry when you struck me. I warned off your blows with my hands.

By His Worship.—The bundle carried by the Defendant was brought to the Station. It contained shoes.

Chow Min, an Excise officer, stated, I was on duty at the Canton Wharf four nights ago. About 2 o'clock a lot of passengers were coming down. Defendant was amongst them and had a bundle in his hand. He then went on to describe the assault similarly to the previous witness and said that he did not see the Indian assault the Defendant.

By the Defendant, I was near the wharf. There was no light. I was six or seven yards away. You struck the Indian three times and kicked him three or four. I did not hear you blow your whistle.

Lun Chun, an Excise Officer, was on Canton Wharf four nights ago. He did not see Defendant.

Mr. Francis pointed out to His Worship how difficult it was for the Opium Farmer to conduct his business unless his Excise Officers kept the strict watch on people landing. There was nothing to show that the man was a detective, and his story was a trumped up one. He asked that the charge against him be dismissed, and that the detective be made an example of.

Mr. Hazeland made some strong remarks upon the detective's conduct, dismissed the case against the Indian and fined the detective \$25 or six weeks' hard labour.

### SANITARY BOARD.

At yesterday's meeting of the Hongkong Sanitary Board the Hon. W. Chatham (Acting Director of Public Works), took the chair. There were also present: The Hon. F. H. May, C.M.G., (Vice President), Lieut. Colonel Hughes, Dr. Bell (Acting Principal Civil Medical Officer), Mr. Brewin (Registrar General), Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

The President spoke as to the lighting of the Central Market, and without discussion the matter was left to a subsequent meeting.

Mr. E. Osborne complained about the refuse of the town being dumped on the Reclamation. Previous to shipping away by the dust boats this rubbish and filth was pecked over by all and sundry and without regard to any danger of carrying the infection. Anything of the slightest value was carried away and presumably sold, and distributed. He advocated a garbage destructor to promptly do away with the whole of the refuse of the town.

Dr. Clark explained that at present all rubbish had to be thrown down in the front, pending shipment as the dust boats were available.

Dr. Bell spoke in favour of Mr. Osborne's opinions and hoped by appealing to the Government to induce them to supply at least two destructors to cope with the growing demands of the City in this matter.

The President asked if the Board requested Destructors merely for destroying rubbish from plague houses or, for all the rubbish of the City, mentioning that this rubbish was of a highly inflammable nature.

Mr. Osborne said the dumping of rubbish on the front was a nuisance, but complainant had been told that the amount dropped on the sides of the dust boats had caused silt up on the front.

The President put the proposal to the meeting, proposed by Mr. Osborne seconded by Dr. Clark, carried. There was one dissentient, Mr. Brewin.

The President laid before the Board plans of the proposed Model Dwellings as advocated by H.E. the Governor.

Mr. Osborne said that before binding themselves to any policy, they should have the opinion of the people who would have to live in these houses, viz., the Chinese.

Mr. Fung Wa Chuen offered to take the plans and supply the Board with the information required.

The matter was adjourned for two weeks. The correspondence with reference to the Medical Officer of Health's Report was laid on the table without discussion.

Dr. Clark then spoke as to the sale of Crown Lands without reference to the Sanitary Board. There was a great need for spaces for public purposes. As far back as March last year the Sanitary Board had applied to the Government for a space for public latrines and had been met with the reply that it was not available, having been sold. The Government should be approached that all spaces, before being sold, should be submitted for the recommendation of the Board to be used as thought necessary for baths, latrines, markets, &c. The new road between Hongnam and Kowloon, now rapidly being built up, was not more than thirty feet wide and in his opinion should be seventy-five feet wide. If the Sanitary Board had been consulted they certainly would have suggested widening before the lands adjoining had been sold.



seconded by Dr. Bell, who strongly recommended salt water being used in the probable, inadequate supply of fresh.

The President took exception on the score of the expense, costing as it would about \$6000 a year.

After a further discussion Dr. Clark rising to the point of view of the trapping of all flies to the storm water drains, strongly put forward the necessity of flushing either by fresh water or salt, if fresh was unobtainable.

Mr. Osborne said that the extension of the City all the fresh water would be required for domestic purposes.

Mr. Chai A. Fook thought that one tank would do for receiving both fresh and salt water, as available.

The Hon. E. H. May and Mr. Gwynne, being against the proposal with regard to the removal of plague cases, it was explained that new ambulances of an improved type were being built and would be shortly in use. This completed the business.

THE ALLEGED BRIBERY CASE.

The case in which Percy Thomas Crisp, an Inspector of Buildings in the Public Works Department, was charged on remand before Mr. Hazeland with accepting a bribe of \$40 from Cheung Suk-kee, came up for hearing this morning.

Mr. Bowley appeared for the prosecution and Mr. H. J. Francis, instructed by Mr. Kece, for the defence.

Mr. Francis' argument to His Worship at the trouble he had given to Mr. Bowley, in being absent, and thanked him for his consideration in holding over the cross-examination.

Chief Detective Inspector Hanson testified, corrected his former evidence by saying that he found the notes in Defendant's pocket with the case, got in the case itself.

By Mr. Francis, "The Savings Bank Book" in the same pocket, Defendant saw Witness reading the "Bank Book" in the Charge Room before he commenced his statement. A witness not personally acquainted with Defendant previously to his arrest.

When the sketch was mentioned in the Defendant's statement Witness asked for it and Defendant handed it over and it remained in Witness' possession until given to the Crown Solicitor. Mr. May directed Witness to send J. C. 292. The selection was made by Witness nor did he see Complainant when Mr. May gave the directions.

P.C. 292, concluded twenty-five years service a short time ago. He gave security on being re-sworn.

Here Mr. Hanson went to ascertain the names of the sureties, Capt. Supth, May, cross-examined by Mr. Francis said—He sent P. C. 292 because he had confidence in him. So far as he knew the man had no connection with the case. He was not sent at the Complainant's suggestion and witness was not aware, even now, that he was related to Complainant.

Mr. Hanson having returned, stated that the surety for P.C. 292 was Hung Shing, half owner of a fresh fish shop named the Hop Shing No. 132 Canton Market. The date of the security was 1st February last. Witness gave P.C. 292 his orders to go to Complainant's house on the 23rd April. It was between 11 and noon. The Detective reported on the afternoon of the 23rd that Mr. Crisp had not come to the house. Witness told him the affair concerned a Public Works official. He did not think he mentioned Mr. Crisp's name. The detective's orders were repeated on the morning of the 24th April.

P.C. 292, Cross-examined by Mr. Francis, in English, said, He had been 25 years in the force. Asked as to when he was re-sworn he said he did not understand. He lived at 25 Victoria Street. On questions being put as to the number of storeys and what the walls of the house were made of being put, Witness said he did not understand.

How many of the notes are in your house? I don't understand.

I went to Complainant's house at 9 a.m. on 24th April. The Defendant was arrested at 11.30 a.m. I saw the notes. I saw the Complainant take them out, count them on the table, and put them on the desk in front of Defendant.

Did he count them out loud? I do not understand.

Did you see the notes in Captain May's office on the 23rd when they were marked?

No.

I first saw the notes at No. 9 Old Bailey. I was there at 9 a.m. Defendant came at 10.45. I first saw the complainant when I got there at 9 o'clock. I was in the sitting room from 9 o'clock to 10.45 when the Defendant came. Complainant showed me the notes before Defendant came. I saw what Bank the notes were from and what denomination. I had made a note of the numbers on the 23rd. On that day I waited at Complainant's house from 10.45 a.m. to 6 p.m. At six o'clock Complainant said it was no use stopping longer as the European was not coming. Complainant said Defendant had asked him for money two or three times. The Chinese account was there all day on the 23rd. When Defendant came on the 24th I was sitting in a chair near the window and the account was sitting at a desk in the middle of the room. The account was in the room all the time. There was not much furniture in the room, not any furniture. There were two cubicles and a sitting room on the same floor. The sitting room had an English desk and a Chinese table. I saw what Bank the cubicles were from and the Defendant went into them. Complainant went with him. Complainant and Defendant spoke English the whole time. The Defendant did not go on to the upper floor. The account is the servant of Complainant. I had never seen or heard of Complainant before. I was sent to 362 Queen's Road by Mr. Baddley after the Defendant was arrested. The first person I heard speak about money at 9 Old Bailey was the Defendant, who said, "You must give me fifty dollars." I did not understand what was said before. I did not understand their talk about the roof and wall. I heard roof and wall mentioned but did not understand. I saw Complainant take out the notes, count them and put them in front of the Defendant. He didn't hide them at all. Defendant looked at them, folded them up and put them into his pocket. I did not see him take out a pocket book. I was so close that I could see one of the notes was \$25 one.

By Mr. Bowley—I was sitting to the left of Defendant who was facing towards the left dividing the room from the verandah. I sat near the left-hand wall looking out towards the street and was facing towards the left of the Defendant. Complainant was facing me. The first time I ever saw Complainant was on the 23rd April at a little after nine, just before he was pointed out to me by Mr. Hanson. I had never spoken to him before that.

Mr. Francis stated that he did not propose to proceed further with the cross-examination of witnesses and that the defence would be reserved.

Crisp was then formally committed for trial, bail being allowed as before.

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR—Will you kindly permit me through the medium of your columns to make a suggestion for preventing the further ravages of bubonic plague, and which I modestly submit for the serious consideration of His Excellency the Governor and the Sanitary Board.

My proposal is that the Government be asked to distribute a few dollars worth of crackers and allow the Chinese (and in particular those located in the densely packed lanes) the atmosphere of which is more or less saturated to indulge, for a few days and within specified hours, in the firing of crackers. The proposal may at first sight seem a little queer and the inconvenience entailed by cracker firing may meet with some objection on account of their noise, but when it is remembered that cracker crackers act as powerful fumigant from the nature of their composition, I think a little inconvenience would be more than repaid by its beneficial use. Such at least was the opinion of a well known medico some years ago, when the subject of plague was then being discussed, and I hope that the experiment will at least be given a fair trial.

Thanking you in advance for the insertion of these lines,

I remain, Yours faithfully,

SULPHUR.

Hongkong, 30th May, 1901.

## COMMONERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—If, as your correspondent, "Another Malcontent," suggests, a band performs on the "Grickel Ground," we hope the Sanitary Board will pass a resolution to prohibit drums. We have too much drum in Hongkong bands. As to his remarks about Commoners, we are not aware that there are any residents in Hongkong except Commoners. H.E. is a Commoner.

Yours, BACILLUS.

Hongkong, May 31st, 1901.

## THE PLAGUE.

Number of cases reported (Chinese) 874 up till noon of the 30th May, 1901.

Number of deaths reported (Chinese) 827 up till noon of the 30th May, 1901.

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as I am aware, acquainted with the conduct of every convert. If the missionaries do not carefully investigate the conduct of the converts they may be cheated and fooled by them. But if they find out any one who does not act properly they should dismiss him and drive him out from the mission.

With reference to international affairs I have instructed my subordinates to have them justly transacted according to treaty. More over your country is the best and true friend of China. The action of your country is appreciated by the officials and gentry, but also by the people. No one would disrespect the Americans. Your Honour need not be anxious about that.

There is a good deal of truth in what the Viceroy says about missionaries not knowing their converts and being fooled by them. The missionary knows this only too well. Yet if the Viceroy knew how many unworthy persons are turned out of the Church every year, he would, I think, be convinced that the missions have no desire to have bad characters connected in any way with them.

HONOUR FOR SIR CLAUDE MACDONALD.

The following letter from the Marquess of Lansdowne to Sir C. Macdonald respecting events at Peking is published.

Sir—I have received and laid before the King your despatch of the 24th December, enclosing a report, in continuation of those already received, with the accompanying maps, on events at Peking from the 20th June to the 14th August regarding the military aspect.

As the present report completes your account of the siege and relief of the Legations, I desire to take this opportunity of stating how highly His Majesty's Government value these admirable and exhaustive records of an episode of the deepest historic interest.

The gallantry with which the defence was maintained by all the foreign forces engaged, more especially after the failure of the first relief expedition, and the consequent disappointment to the besieged, coupled with the energy and courage with which the efforts of the regular forces were seconded by the Legation staffs and other civilians, has commanded the admiration of the whole world.

His Majesty's Government desire also to place on record their appreciation of the important part borne by yourself throughout this crisis. On the 22nd June, at the request of your colleagues, you took charge of the defence, a position for which, from your military training, you possessed exceptional qualifications; and from that date you continued to direct the operations of the garrison until the relief took place on the 14th August.

Information has reached His Majesty's Government from various sources that the success of the defence was largely due to your personal efforts, and more particularly to the unity and cohesion which you found means of establishing and maintaining among the forces of so many different nationalities operating over an extended area. Competent eye-witnesses have expressed the opinion that it can be said that the European community owe their lives to any one man more than another, where so many distinguished themselves, it is to you they are indebted for their safety.

I cannot conclude this despatch without asking you to convey to Lady Macdonald the thanks of His Majesty's Government for her unceasing and devoted attention to the comfort and welfare of the sick and wounded. Her work, and those of the ladies who assisted her, have earned the lasting gratitude not only of those who benefited by her ministrations, but also of their relatives in Europe who were kept for so many weeks in a condition of the most painful anxiety and suspense.

I am, &c., (Signed) LANSDOWNE.

AN ENGINEER OF THE "PREUSSEN" MISSING.

Mr. Müller, the fourth engineer of the German steamer *Preussen*, which left Kobe on the 19th instant is reported to be missing. It appears he left Wright's Hotel, Yokohama, about 10 o'clock on the morning of the 18th instant, but had not returned to his ship when it left for Kobe. The man on watch, according to the *Japan Herald*, reported having heard the sound of some one falling into the water and shouting for help, but he could see nothing owing to the darkness. It is feared this was the missing engineer. The Water Police are making a search in the harbour for the body.

NORTHERN NEWS.

(From the *New Press*.)

THE COUNCIL OF REGENCY.

SHANGHAI, May 28th. Prince Ching (the head of the Council) has appointed six officials as sub-managers of the Council of Regency, among whom are Na Tung, Senior Vice-president of one of the Boards, and Chen Kwai-tung, former governor of Shantung province, (Peking) and newly appointed Provincial Treasurer of Honan, whilst Li Hung Chang who it must be remembered, is Director-general of the Councils has also appointed six confidential officials as Sub-Managers, the names of whom are unknown.

TSUNG-LI YAMEN A FOREIGN OFFICE.

News comes from Peking stating that in obedience to the rules laid down in the peace protocols, the Chinese Peace Plenipotentiaries have arranged with the Foreign Ministers to convert the Tsungli Yamen into a Foreign Office.

THE INDEMNITY.

It is understood that Li Hung-chang has agreed at a decision with the Foreign Ministers at Peking to complete the payment—\$50,000,000 in 45 years, together with interest at the rate of 4 per cent.

FONG TO BE PUNISHED.

A Wuhan dispatch states that some time last year general Fong Yu Shen, commander of the Imperial Hupeh Rescue Army, accompanied Hsi Liang, the then governor of Hunan and newly appointed director general of the Yellow River, towards the west with his troops numbering 2,500, under the order of Viceroy Chang Chi Tung, and after his arrival at Chihli, he was stationed at Chang Chun-hsien (Chihli). It appears last month when he was crossing the border of Shanxi province with his troops, he met a body of German troops. The German soldiers, suspecting that he was going to attack them, fired upon his troops at once with the result that the Chinese, instead of fighting retreated and fell into the hands of the Germans, together with 2,000 rifles and many rounds of ammunition. Upon this being known to Viceroy Chang Chi Tung afterwards, he became very angry at General Fong because of not keeping his troops up to the mark and of not previously making himself known to the Germans so as to avoid trouble. Chang at once wired to him ordering him to disband his troops and to await punishment.

It is also understood that Governor Tsen Chun Hsuan of Shanxi has memorialized the Throne denouncing General Fong on the same grounds.

## REFORM IN JAPANESE HOTELS.

A recent *Kokumin Shimbu* says:

The *Jiji Shimpu* is strong in favour of a reform in the management of Japanese hotels. We are entirely in sympathy with our contemporary. That strange and yet time-honoured custom of giving tea-tips makes it very awkward for any person unaccustomed to travelling to put up in a Japanese hotel. The sum of the money paid as for tea is absurdly large. It is most usually larger than the amount of hotel fare itself. Foreigners travelling in Japan naturally do not know anything about this strange custom of ours and do not pay the tea-money according thereto and consequently it becomes necessary for a hotel keeper to charge these strangers more than double of the regular fare. This gives foreigners the bad impression that they are over-charged just because they are strangers. At any rate we think it with our contemporary to be of urgent necessity that a thorough and radical reform should be introduced in the management of our hotels.

NOTANDA

CALENDAR.

MAY.

Barometer..... 29.87

Thermometer..... 78

Humidity..... 83

Rainfall..... 1.50

TO-DAY.

WEATHER REPORT.

Barometer..... 29.87

Thermometer..... 78

Humidity..... 83

Rainfall..... 1.50

TO-DAY.

Friday, 31st May, 1901.

Chinese—15th of 4th moon of 27th year of Kwang-si.

Sun—Rises..... 5hr. 16min.

High water—Morning..... 7hr. 37min.

Low water—Morning..... 1hr. 50min.

ANNIVERSARIES.

1431—Joan of Arc burnt.

1844—Annexation of Natal.

1851—Hottentot rebellion in Kaffraria.

1859—The Austrians repulsed by the French at Palestro.

1879—Typhoon at Hongkong and Macao; loss of the *Poyang* with 180 lives.

1890—Capital of the Hongkong and Shanghai Bank increased to \$10,000,000.

1894—Mr. Chappell, chief officer *R. C. Lakin*, and boat's crew drowned off Hainan Head.

1898—Admiral Schley bombarded forts at mouth of Santiago harbour. Typhoon over at Manila.

1900—British flag hoisted over the Government Buildings at Johannesburg by Lord Roberts.

TO-MORROW.

Saturday, 1st June, 1901.

Chinese—15th of 4th moon of 27th year of Kwang-si.

Sun—Rises..... 5hr. 16min.

High water—Morning..... 7hr. 37min.

Low water—Morning..... 1hr. 50min.

ANNIVERSARIES.

1974—Lord Howe's victory over the French.

1813—*Chesapeake* and *Shannon* action.

1853—Hospital of the Medical Missionary Soc. opened at Canton and Macao opened.

1848—Gold discoveries in California.

1868—Attempt to blow up the Hongkong Hotel.

1879—Prince Imperial killed by the Zulus.

1887—New Opium Agreement between Hongkong and China enforced.

1891—Anti-foreign riots at Tanyang near Chinkiang.

1896—Anti-missionary outrage near Wenchow.

1897—The purchase of the Mount Austin Hotel by the Military announced.

AGENDA.

TO-MORROW.

Noon—U. S. Co.'s steamer *Doric* leaves for San Francisco via Shanghai, etc.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

SUNDAY, 2nd.

Daylight—D. & Co.'s steamer *Thales* leaves for Coast Ports.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Chelydra*) 3rd prox.

French (*Sydney*) 4th prox.

American (*Peru*) 8th prox.

Canadian (*Empress of India*) 17th prox.

American (*Coptic*) 18th prox.

The N. Y. K.'s steamer *Tosa Maru* (American Line) left Shanghai for this port 31st inst., and is expected to arrive here on the 2nd prox.

The N. P. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma on the 30th inst., also the steamer *Queen Adelaide* sailed from Yokohama for Hongkong on the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington*... at Kowloon Dock.

*Detartes*..... " " "

*June*..... " " "

*Natuna*..... " " "

*Burnside*..... " " "

*Meade*..... " " "

*Atterton*..... " " "

*Colonie*..... " " "

*Fatham*..... " " "

*Munching*..... " " "

*Sinoway*..... " " "

*Wingkee*..... " " "

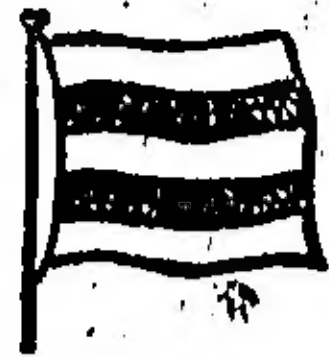
ENDYMION, British cruiser, 7,350 A. W. Paget, 30th May—Wei-hai-wei 24th May



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	Kobe and Yokohama	FRIDAY, 7th June, at Daylight.
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A.; via SHANGHAI, KOBE, MOI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU J. E. Cook	MARSEILLES, LONDON & BARRROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU K. Rott	MOI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU W. Thompson	Kobe and Yokohama	FRIDAY, 21st June, at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 31st May, 1901.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Shanghai, Inland Sea of Japan, Kobe and Yokohama	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Shanghai, Inland Sea of Japan, Kobe and Yokohama	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Shanghai, Inland Sea of Japan, Kobe and Yokohama	Tuesday, 30th July, at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELL," will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to

ALLAN CAMERON, General Agent.

or to

SHEWAN, TOMES &amp; CO.

Agents, 1st Floor, Prince's Building, Chater Road.

Hongkong, 27th May, 1901.

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"DORIC"	San Francisco, U.S.A.	SATURDAY, 1st June, at Noon.
"PERU"	San Francisco, U.S.A.	TUESDAY, 18th June, at Noon.
"COPTIC"	San Francisco, U.S.A.	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	San Francisco, U.S.A.	SATURDAY, 13th July, at Noon.
"GABLO"	San Francisco, U.S.A.	TUESDAY, 23rd July, at Noon.
"CHINA"	San Francisco, U.S.A.	TUESDAY, 6th August, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

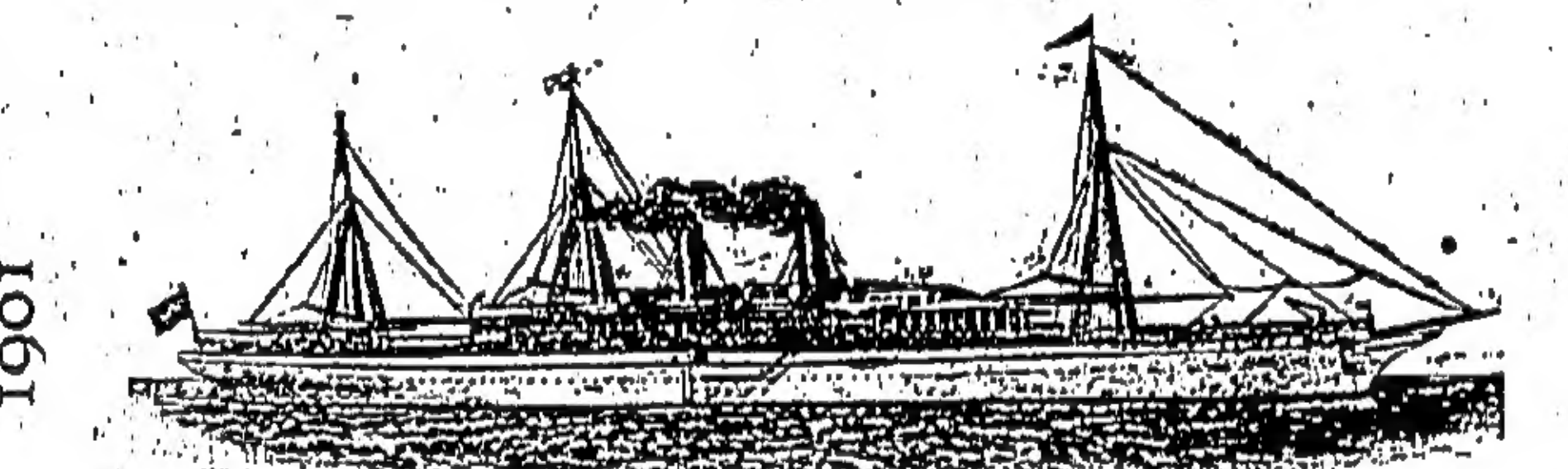
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th May, 1901.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Peddler's Street.

Hongkong, 15th May, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT & BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG...Hempel	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June } Freight.
NUERNBERG...Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June } Freight.
SAMBIA...Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 27th May, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI, ILOILO and CEBU	"WHAMPOA"	1st June.
MANILA and ILOILO	"KAFONG"	4th June.
WEI-HAI-WEI and TIENTSIN	"SUNGKIANG"	4th June.
MANILA	"WUYIANG"	5th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th June.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 31st May, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"GLAUCUS"	1st June.
	"ALCIBIOUS"	4th June.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	1st June.
	"MACHANUS"	25th June.
LIVERPOOL (DIRECT)	"PROMETHEUS"	5th July.
	"RHIPHEUS"	26th June.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 29th May, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, on SUNDAY, the 2nd June, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 30th May, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 2nd June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st May, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c. Belgian King. 13,379 | about | June 20

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLENARBY," Captain J. S. Stevenson, will be despatched for the above Port, on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain J. S. Stevenson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

## Intimations.

## THE ROBINSON PIANO CO., LIMITED.

## BEST VALUE IN

## PIANOS.

## MONTHLY PAYMENT

## SYSTEM.

## TUNING. REPAIRS.

## Our Speciality.

## INSTRUMENTS.

## STRINGS.

## MUSIC.

## Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

## NEW MUSICAL PUBLICATIONS, MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept). No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs). The "LILLY" Waltz and "ELIZA" Waltz. NEW FEATURE.—Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

444c To be had of all MUSIC DEALERS.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

## JAYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1901.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 24 & 26, Queen's Road Central.

## MEE CHEUNG,

## PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises in Ice-House Road, to practice ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1898.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the WORKERS will be RESPONSIBLE for any DEBT contracted by the Officers or the CREW of the following Vessel during her stay in Hongkong Harbour:

SEA WITCH—American ship, Howes—Master, ADOLPH ORIO, American ship, Amesbury—Master, Standard Oil Co.







